

and below, that of St. John. An elegant border goes round each light, and the intervals are fitted up by Norman patterns. Altogether it is an exact imitation of ancient glass.—*Westmoreland Gazette.*

Fire-proof Church.—A district church, for the parish of St. Mary, Lambeth, is being erected in York-street, York-road, Westminster, near the New-cut. It is built of stone and brick, with iron columns and rafters to the gallery, with iron rafters and roof, to render the edifice fire-proof.

RAILWAY INTELLIGENCE.

Direct Railway from London to York.—A great sensation has been created in the railway world, by the announcement that the directors of the Wakefield, Lincoln, and Boston Railway have united with the promoters of the proposed London and York direct Railway, and that the latter line, as surveyed by Mr. Locke, will be brought before Parliament in the ensuing session supported by a majority of the House of Commons and favoured by the Government. A union with the Wakefield, Lincoln, and Boston Railway will, in fact, be a union with the powerful and wealthy Manchester, Leeds, and Hull line; and it appears that the condition on which the Wakefield directors have consented to transfer their subscriptions and coalesce with the London and York is, that the entire scheme of the Wakefield, Lincoln, and Boston Railway, both as to its connection with the town of Wakefield, and occupation of the Foss and Witham Banks to Boston, form a part of the undertaking; and that the line joins the Hull and Selby line at the latter town, and from thence direct to York, which they confidently state, will make the most extended and complete railway communication presented to the public, at once bringing the great manufacturing and agricultural portions of the kingdom into railway communication with each other, as well as with the metropolis, reducing the distance of the principal towns in Yorkshire and the North from ten to thirty-five miles with London, while the natural facilities for its formation are such as to insure its completion at a cost of little more than one-third the amount expended on existing railways connecting Yorkshire and the North of England and Scotland with London. The entire line from London to York will not have a greater deviation from a dead level than one in 800; it will contain neither a tunnel nor a bank, or cutting exceeding 13 feet: and it is estimated, that in its construction, and in providing the working stock, the advantage of being guided by the experience and warned by the errors of others will be equivalent to a saving of nearly 2,000,000*l.* The united companies are determined to bring into operation upon the new line all the latest improvements in railway locomotion; the carriages, waggons, and engines are all to be of the most approved construction; and this, combined with the favourable gradients will, it is added, secure a rate of speed that may be fairly averaged at thirty-five miles per hour.—*Westmoreland Gazette.*

Railway Operations at Edinburgh.—The works in connection with the various railways are proceeding with great activity. The drift tunnel through the mound is nearly completed, and in the eastern garden the ground nearly all levelled for the rails of the Edinburgh and Glasgow extension line. Three large old dingy tenements close under the Calton-hill, between Burns's monument and the gash, have been demolished, on the North British line. The brewery property to the west of them will speedily share the same fate, as well as many ruinous and closely-wedged domiciles in this plebeian district; by the removal of which the general health of the city, if it do not gain, will undoubtedly lose nothing. In addition to the ruin to which the imperious claims of the railway Acts are consigning so many of the old-fashioned architectural embellishments of our city, it is satisfactory to know that a good deal of building is going on in various directions. We trust we may take this as a token of a return to the prosperity which this capital enjoyed years ago, but which it has lost for some time, for want of a proper stimulative power.—*Edinburgh Advertiser.*

The Atmospheric Railway near Dublin.—Frequently since the opening of the line from Kingstown to Dalkey—the only railway on the atmospheric system yet in existence—we have had to notice the arrival of distinguished visitors, from the Continent as well as Great Britain, to view the works in actual operation. A deputation from the directors of the Great Western Railway Company arrived in Kingstown, on the 13th instant, for the purpose of witnessing the successful working of the atmospheric principle on the line of railway from Kingstown to Dalkey. C. Russell, Esq., M. P. for Reading, chairman of the Great Western Railway Company; Messrs. Simmons, Barlow, &c.; Mr. Gopch, superintendent of the locomotive department; Mr. Lombard K. Brunel, chief engineer, with other of the officers, contractors, &c., were of the deputation. Lord Courtenay, Chairman of the South Devon Railway Company, was also of the party. They were received by George Pim, Esq., and others of the directors of the Dublin and Kingstown Railway; Mr. James Pim, jun., Mr. Bergin, Mr. Jacob Samuda, one of the patentees, Mr. Gibbons, &c.; and proceeded so early as nine to inspect minutely the principle and the working of the railway in every way possible, to obtain a thorough conviction of its advantages and its applicability to long lines. The ordinary traffic of the day was not deemed necessary to be interfered with. One of the most gratifying results of the experiments made was, that after stopping half way, the train attained in a few seconds a speed of 35 miles an hour, ascending the steepest part of the incline. Nothing could have been more gratifying to the proprietors of this important national work than the unqualified approbation it received at the hands of those gentlemen. For nearly six hours the party were engaged in their investigations, and departed highly gratified as well as satisfied with the results. Lord Montagu, and his son-in-law, Mr. Marshall, of Leeds, proceeded to Dalkey by this railway, being his first visit to it. Not the least interesting portion of the day's experiments was the accurate signalling from end to end by means of the electro-magnetic telegraph. We understand that the Great Western Company are about to apply to Parliament for several new branches from their main trunk, on which it is intended to adopt the atmospheric system.—*Dublin Evening Post.*

Warwick and Leamington Railway.—This line, it is officially announced, will be opened on the 2nd of December next. It joins the London and Birmingham Railway at the Coventry station, and will be worked entirely under the control of that powerful company, of whose undertaking indeed it has become an integral portion, although originally projected by other parties. At the last meeting of the Birmingham Company, Mr. Glyn, the chairman, intimated that the line would be ready for traffic in the course of this year, but he appeared to question the policy of opening in winter.—*Railway Record.*

Chester and Birkenhead Railway Tunnel.—The tunnel between Monk's Ferry and the present station of the Chester and Birkenhead Railway in Grange-lane, will be opened for the conveyance of passengers and merchandise on Friday, the 4th of October next. The commissioners of Birkenhead, to whom the premises belong, have resolved to enlarge the Monk's Ferry Hotel, by erecting 100 additional bedrooms, and making other improvements, at a cost of 3,000*l.*

Hereford and Gloucester Railway.—A meeting of the Provisional Committee, appointed by the four counties of Hereford, Gloucester, Monmouth, and Brecon, for carrying into effect the project of a line of railway into South Wales, was held at Ross, on Monday, the 9th inst. After a rather long discussion, the meeting resolved that the project of a line of railway from Hereford to Gloucester, *via* Ross, with a branch to the Forest of Dean, should be persisted in.

At a special meeting of the Ribble Navigation Company, full powers were given to the directors to co-operate with the directors of the North Union Railway Company in carrying a branch railway to the river. Each party is to bear half the expense.—*Westmoreland Gazette.*

Railroad in Holstein.—We learn from Keil (Holstein) that the last section of the railroad from Altona to Keil, which unites Roche with the latter place, is finished; so that this grand line, which runs to the length of 32 French leagues, the only one yet existing in the states of Denmark, is entirely completed, and will be opened by the king and queen towards the middle of the present month.

The Railway Dock at Hull.—Mr. Tadman, on the part of the dock committee, and Mr. Ryder, on the part of Mr. Broadley, have been engaged during the week in having the Dock-green staked out, preparatory to its being taken possession of for the railway dock, the works of which, it is expected, will be commenced almost immediately.—*Hull Packet.*

A new railway from Liverpool to Manchester in opposition to the present one, is in contemplation. It is proposed to commence at Sutton, pass through Ince, Runcorn, and Warrington. The route is said to be favourable for the construction of a railway at comparatively little cost. At a preliminary meeting at Birkenhead, a few days back, six gentlemen, representing 1,700,000*l.*, were present, and expressed a sanguine opinion of success. The new line is intended to be conducted on the principle of low fares, and a large traffic.—*Westmoreland Gazette.*

French Northern Railway.—The adjudication of rails and sleepers for the northern railroad, which had been adjourned to Tuesday, only produced the result of having the rails necessary for the first section contracted for. MM. Schneider took them at 339*fr.* 50*c.* In the second section the prices fixed by the Government as the maximum, 330*fr.* and 332*fr.*, were below the offers. It was the same for the sleepers, the prices of the ministry being 225*fr.*, 230*fr.*, and 213*fr.*, and the proposals being 238*fr.*, 239*fr.*, and 227*fr.* It would appear from this that the offers of the iron-masters have become higher. No time has been fixed for a new adjudication. The Minister of Public Works has decided that a certain number of locomotives and tenders being necessary for the northern line of railroad, in one part between Paris and Clermont, and in the other between Arras, Lisle, and Valenciennes, the adjudication shall take place on the 25th, amongst a certain number of houses sanctioned by him. The supply is to be composed of thirty-four locomotives, thirty-four tenders, and three lots of accessories.—*Caligiani.*

French Railways.—A trial is being made on the Valenciennes Railroad with soft wood for the sleepers, to prevent decomposition by the humidity of the ground in which they are fixed. Like those used in the Belgian railroads, they are steeped in a solution of sulphate of iron, which, it is expected, will render them incorruptible. If the experiment be successfully the saving will be very great, as a sleeper of oak wood costs 12*fr.*, while that made of soft wood will cost no more than 4*fr.* To this is to be added the cost of the sulphate of iron, which, however, is but comparatively trifling.

Correspondence.

ARCHITECTURAL COMPETITION.

SIR,—Your very just remarks upon architectural competition, will, I have no doubt, do much good in abating the fraud practised in a great number of instances in advertisements for designs, when the parties well know, and among one another in the secret, avow "that it is done only as a matter of form." The practice is far from being new; to my knowledge it has existed for many many years. About thirty years ago, an advertisement appeared in the papers for designs for a new St. Paderas Church; a friend of mine, at that time a leading man in the vestry, suggested to me that I might send in a design, as he thought, from having seen several of my drawings at the Academy and elsewhere, that I should, as he expressed it, "stand a pretty good chance." Being a "little up to snuff," as you have it in your remarks upon this subject in your last publication, I told him that I had no objection to send in a design, if he would guarantee me the cost of my time, paper, &c., as I was quite sure under any other arrangement I should have only my trouble for my pains. My friend did not appear to understand that a competition was not to take place, but pointed out the